

Town of Blacksburg Resolution 11–K–05

Givens Lane Widening and Progress Street Extension

Resolution Number	Status	Action Taken
1. Givens Lane improvements should not incorporate a median; however, splitters, horizontal and vertical alignment variations or other traffic calming measures should be incorporated in the design of Givens Lane to reduce speeding.	●	1. The median has been removed. A 12 foot wide splitter island has been retained between Stations 133+00 and 139+00. Roundabouts have been added along Givens Lane as additional traffic calming measures at the intersections with Progress Street, Northside Drive and the future Aden Lane. A chicane was added between Stations 126+65 and 130+77 for variation in the horizontal alignment.
2. Givens Lane should include bike lanes along the entirety of the improvements, and an eight foot wide multipurpose asphalt path should be included on the south side of Givens Lane along the entirety of the Project. No sidewalk should be constructed or replaced on the north side of Givens Lane. Pedestrian crossing improvements should be provided to enable safe access from the developments on the north side of Givens Lane to the trails and neighborhoods on the south side of Givens Lane.	●	2. All items have been incorporated in the proposed design.
3. The extension of Progress Street should remain a part of the Project, and appropriate traffic calming features (which may include splitters, horizontal and vertical alignment variations, or other strategies) should be incorporated in the design of the extension and on the existing segment of Progress Street between Givens Lane and Patrick Henry Drive.	●	3. A roundabout is proposed at the intersection of Progress Street and Givens Lane. No work is proposed south of Cherokee Drive.
4. The details of the Progress Street crossing of the wet weather stream and pedestrian trail should be developed during the design process and presented at the next Virginia Department of Transportation public input meeting.	●	4. The proposed design presented at the Public Hearing shows the stream and trail in separate structures. As the project moves to the next stage of development, the trail opening will be defined based on guidelines presented in the AASHTO "Guide for the Development of Bicycle Facilities". The ultimate design may also incorporate the stream and trail into a single structure.
5. Screening with landscaping or berms, or both, should be included in the Project where the rear or sides of homes are adjacent to the roadways being constructed or improved. This screening should not increase the right of way widths proposed for the Project.	●	5. Providing landscaping and/or berms for screening would increase the cost of the project. Due to the limited funding, providing landscaping and/or berms will not be included in the project.
6. Pedestrian crossing improvements should be made at the crossing points of the existing trails on Progress Street to provide safe access from the each side of the Shenandoah neighborhood to the other side.	●	6. The Town has recently installed stop signs on the trail at each approach to the road crossing. In addition, a continental style crosswalk (2 foot solid bars alternating with 2 foot unmarked strips parallel to the flow of traffic) will be marked this summer under the Town's annual road marking contract. Pedestrian crossing warning signs have been placed on the road for motorists.
7. Bike lanes and a sidewalk on the east side should be included on the extension of Progress Street to connect with the sidewalk on existing Progress Street.	●	7. Bike lanes and a sidewalk were incorporated in the initial design and remain shown on the Public Hearing plans.
8. The geometry, signal equipment, and signal phasing and timing of the intersection of Progress Street and Patrick Henry Drive should be included in the scope of improvements provided by the Project to assure that traffic changes resulting from this project are accommodated appropriately at this intersection.	●	8. The Town has requested that improvements to this intersection (Resolution 1-B-06) be included with another project currently under design (VDOT Project U000-150-112, P101, R201, C501; PPMS ID 67975). VDOT has received the resolution and has revised the scope of the noted project to include this intersection. That project has recently been scoped and could possibly be advertised for construction in the Winter of 2007. If so, the improvements to the Progress Street & Patrick Henry Drive intersection could be made in the Summer of 2007.
9. During the preliminary design phase, all intersections in the Project area should be evaluated for additional turn lanes, stop signs, or traffic signals.	●	9. The proposed design provides an acceptable level of service through the year 2030 except for the intersection of Givens Lane and North Main Street. Improvements to this intersection are under design and will be included in VDOT Project 0460-150-103, PE-101, RW-201, C-501; PPMS ID 67976.
10. All overhead utilities in the Project area should be placed underground.	●	10. The Town requires utilities to be relocated underground as part of road improvement projects. Existing utilities that are above ground and are in conflict with the proposed project will be relocated underground.
11. All segments of the Project should include roadway lighting.	●	11. The contractor will design a lighting plan and install all light pole bases. Poles and luminaires will be installed only at the roundabouts, the remaining poles and luminaires for the roadway segments between the roundabouts will be installed at a later date by the Town.
12. Sidewalks should be included within the Project limits on Whipple Drive, and should be continuous on the west of Whipple (at least from Givens Lane to the bus pull-off on Whipple Drive).	●	12. Sidewalk is included as described.
13. The Project should include removal of the valley gutter section and widening of the curb return radii at the intersection of Sunridge Drive with Toms Creek Road.	●	13. The work required for this improvement is being included with the construction of the Tom's Creek Road Interchange project (VDOT Project U000-150-109, P101, R201, B603, C501; PPMS ID 17682).
14. The details of construction phasing, such as determining the segments of the Project to be constructed before others, should be developed by the Virginia Department of Transportation or the Design Build team during the design process.	●	14. The contractor will submit a construction phasing plan for VDOT review and approval prior to starting any work.

●	NOT INCORPORATED
●	PARTIALLY INCORPORATED
●	INCORPORATED

PUBLIC HEARING APRIL 10, 2006
GIVENS LANE WIDENING AND PROGRESS STREET EXTENSION
TOWN OF BLACKSBURG
PROJECT NO.: U000-150-114, PE-101, RW-201, C-501
PPMS ID 72527

